



## The Corporation of the Town of Tecumseh

Planning & Building Services

**To:** Mayor and Members of Council

**From:** Brian Hillman, Director Planning & Building Services

**Date to Council:** August 13, 2019

**Report Number:** PBS-2019-25

**Subject:** Proposed Official Plan and Zoning By-Law Amendments  
Briday Victoria Development Corporation  
12433 Dillon Drive (Former Victoria Public School)  
Proposed Residential Condominium Development  
Scheduling of a Public Meeting  
OUR FILE: D19 BRIDAY

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### Recommendations

It is recommended:

**That** the scheduling of a public meeting, to be held on Tuesday, September 10, 2019 at 5:00 p.m., in accordance with the *Planning Act* for applications submitted by Zelinka Priamo Ltd., on behalf of the Owner, Briday Victoria Development Corporation for a 2.29 hectare (5.66 acre) parcel of land situated on the south side of Dillon Drive, approximately 40 metres east of its intersection with St. Pierre Street (12433 Dillon Drive), to amend the Tecumseh Official Plan and Tecumseh Zoning By-law 1746 by:

- i. Redesignating the property from “Community Facility” to “Residential”; and
- ii. Rezoning the subject property from “Community Facility Zone (CF)” and “Residential Zone 1 (R1)” to a site-specific “Residential Zone 3 (R3-16”;

to facilitate the development of the lands for a 63-unit residential condominium development consisting of five, two-storey townhouse dwellings totalling 23 units and two, three-storey stacked townhouse dwellings totalling 40 units, **be authorized**.

## **Background**

### **Proposed Applications and Property Location**

Zelinka Priamo Ltd., on behalf of Briday Victoria Development Corporation (“the Owner”), has filed applications with the Town to amend the Tecumseh Official Plan and Tecumseh Zoning By-law 1746 for a 2.29 hectare (5.66 acre) parcel of land situated on the south side of Dillon Drive, approximately 40 metres east of its intersection with St. Pierre Street (12433 Dillon Drive) (see Attachment 1). The proposed development comprises the lands upon which the former Victoria Public Elementary School was situated, along with the former undeveloped McColl Street right-of-way (“the subject land”). This right-of-way is the subject of an Agreement of Purchase and Sale by the Owner from the Town, which is subject to a range of conditions, including the successful amendment of the Official Plan and Zoning By-law to permit the development.

The proposed amendments would facilitate the redevelopment of the subject land for a 63-unit residential condominium development consisting of five, two-storey townhouse dwellings totalling 23 units and two, three-storey stacked townhouse dwellings totalling 40 units.

### **Surrounding Land Uses**

The subject land is surrounded by residential neighbourhoods predominately comprising single-unit detached dwellings of various building heights and styles, the majority of which are situated on conventional sized lots (see Attachment 2). The residential lots to the east of the subject land and fronting on Lacasse Blvd, however, are 250 feet in depth with substantial rear yards that provide for a more significant separation from the subject land. A lot containing a duplex dwelling abuts the subject property to the west and a lot containing a semi-detached dwelling exists to the northwest, both of which front on St. Pierre Street.

The only exceptions to the predominate residential use of the surrounding lands are: the Tecumseh United Church, which is located to the south-east on the south-west corner of the Little River Blvd/Lacasse Blvd intersection; a commercial node to the northwest along Lesperance Road approximately 250 metres from the subject land; and a medical clinic located on the northwest corner of Lesperance Road and Little River Blvd.

### **Public Information Centre (PIC) Held by Applicant**

Prior to the formal submission of the proposed Official Plan and Zoning By-law amendment applications to the Town, Zelinka Priamo Ltd. planning consultants, on behalf of the Owner, organized and held a Public Information Centre (PIC) on November 29, 2018. The proposal presented at this PIC comprised a six-storey apartment building in the centre of the former school site surrounded by townhouse units along the entire perimeter (see Figure below). That proposal included a total of 94 units.



The intent of the PIC was to introduce the initial proposed development concept, receive preliminary comments/feedback from neighbouring property owners and local residents and answer questions from those in attendance. Town Administration also attended to review what

was being proposed but played no formal role in the presentation. Primary issues that were identified at the PIC centred on character, compatibility and density of the proposal, building height, municipal servicing and issues related to site design/buffering.

Subsequent to the PIC, and after some preliminary consultation with Town Administration, the Owner and his consultants prepared a revised development proposal that took into account the feedback received at the PIC. Also during that time, the Owner was engaged with the Town regarding the potential purchase of the McColl Street right-of-way from the Town so that it could be incorporated into the proposed development.

Based on the foregoing, the Owner has formally submitted Official Plan and Zoning By-law amendment applications along with a site plan and architectural renderings (see Attachments 3 and 4A to 4F) depicting a residential condominium development that comprises:

- A total of 63 residential units resulting in a lot density of 30 units per hectare (11 units per acre). These residential units include:
  - i) **Five, two-storey townhouse dwellings**, each containing between four to six units, for a total of 23 townhouse dwelling units, that will front onto a private internal roadway. These dwellings are proposed along the western and southern portion of the subject property, abutting the rear yards of the existing residential dwellings that front on the east side of St. Pierre Street and the north side of Little River Boulevard, respectively. These townhouse units will have a mix of one and two car garages (12 two-car and 11 one-car) along with 10 spaces allocated for visitor parking. Each townhouse unit is proposed to be between 2,000 to 3,000 square feet of floor area. A 10-metre (32.8-foot) rear yard depth is being proposed for these units. As a reference point, the minimum rear yard depth for the lots surrounding the subject property is 7.6 metres (24.9 feet);
  - ii) **Two, three-storey stacked townhouse dwellings**. A “stacked townhouse” is proposed to be defined as:

“a building designed to contain three or more dwelling units that are attached side by side, two or three units high, with each unit having a private entrance to grade level”

One stacked townhouse dwelling is proposed to contain 16 units and the other is proposed to contain 24 units, for a total of 40 units. The dwelling units within the 16-unit stacked townhouse dwelling are proposed to have floor area of approximately 2,000 square feet while the dwelling units with the 24-unit stacked townhouse are proposed to have a floor area of between 1,100 to 1,500 square feet.

The 24-unit stacked townhouse dwelling is proposed for the central portion of the subject property and is to be situated approximately: 45 metres (148 feet) from

the east lot line; 51 metres (167 feet) from the west lot line; 86 metres (282 feet) from the north lot line; and 46 metres (151 feet) from the south lot line.

The second stacked townhouse dwelling is proposed for the northeastern portion of the subject property and is to be situated approximately: 10 metres (33 feet) from the east lot line; 50 metres (164 feet) from the west lot line; 42 metres (139 feet) from the north lot line; and 126 metres (413 feet) from the south lot line.

Parking for the stacked townhouse dwellings is proposed to be provided in a shared surface parking area containing 60 spaces for residents and 12 spaces for visitors;

- One 8.0-metre (26.2-foot) wide access drive to/from Dillon Drive;
- Internal sidewalks that will provide pedestrian linkages throughout the condominium development and to Dillon Drive to the north and Little River Boulevard to the south (across the McColl Street right-of-way lands);
- A 0.12 hectare (0.29 acre) park area along Dillon Drive that is proposed to be conveyed to the Town as municipal parkland;
- An approximate 0.19-hectare (0.46 acre) stormwater management area that will abut the proposed municipal park. This stormwater management area is proposed to be designed in a manner that is complementary to the abutting parkland amenity. It is currently designed as a dry facility that will not hold water for prolonged periods of time; and
- The retention of as much of the existing vegetation as possible along the boundaries of the subject land, along with the introduction of additional plantings. A Tree Preservation Report will be completed as part of future development approvals (i.e. Site Plan Control) if the development is to proceed.

## Planning Applications

In order to permit the proposed development, the applicant is requesting that the subject property be:

- i) redesignated from “Community Facility” to “Residential”; and
- ii) rezoned from “Community Facility Zone (CF)” and “Residential Zone 1 (R1)” to a site-specific “Residential Zone 3 (R3-16)”. The new site-specific zone would permit the proposed residential uses, establish the maximum number of dwelling units and maximum building height, along with other lot/building requirements such as minimum yard depth/widths, maximum lot coverage, minimum landscaping requirements and minimum number of parking spaces and parking space sizes.

## **Additional Planning Approvals**

In addition to the aforementioned planning applications, the approval of a Draft Plan of Condominium by the County of Essex, along with Council approval of a development and/or site plan control agreement, will be required prior to the proposed development proceeding. The Draft Plan of Condominium approval process will also require a public review process, including a statutory public meeting, and will proceed in the event that the current applications are approved.

## **Supporting Documents**

During early discussions regarding potential development of the subject property, Town Administration identified that the preparation of the following reports/studies would be necessary to properly assess the proposal from a land-use planning perspective and to consider the applications complete:

1. Planning Justification Report (PJR);
2. Traffic Impact Study (TIS);
3. Site Servicing Study; and
4. Stormwater Management Study

Below is a summary of the findings of the aforementioned reports/studies:

1. Planning Justification and Design Report, 12433 Dillon Drive, Briday Victoria Development Corporation – Zelinka Priamo Ltd., June 2019.

The PJR evaluated the proposed development and land uses against the Provincial Policy Statement (PPS) and the Town's Official Plan. In addition, it provided an introductory evaluation of the development with respect to built form, massing/scale, separation from existing land uses, shadowing and integration with the surrounding area.

The PJR concluded that:

“The proposed Official Plan and Zoning By-Law Amendments seek to permit a medium density development in the form of 23, 2-storey townhouse units, and 40 stacked townhouse units in the form of two, 3-storey blocks (total of 63 units) on the subject lands, with a new parkland block along a public transit route (Dillon Drive). The proposal to redevelop the underutilized subject lands to appropriately provide efficient and cost effective residential development that provides a built form and residential intensity that is compatible with abutting low density uses, maintains

privacy, and fulfills the planned function of the subject lands for residential intensification.

Based on the above, and as detailed throughout this Planning and Design Report, the proposed Zoning By-Law Amendment is consistent with intent and policies of the 2014 Provincial Policy Statement, and Town of Tecumseh Official Plan, and complies with the intent of the Town of Tecumseh Zoning By-law. As such, the Official plan and Zoning By- Law Amendments are appropriate and represent good land use planning practice.”

Town Administration has reviewed this study and is satisfied that its analysis and recommendations are sufficient to support consideration of the proposed application and to proceed with a formal public meeting.

2. Traffic Impact Study, 12433 Dillon Drive – RC Spencer and Associates Inc., May 2019.

The TIS study provided an analysis of the existing traffic operations, as well as future traffic conditions with and without the proposed development. The objective of the TIS was to determine the traffic impact of the development and whether any operational issues would arise as a result of the development. The scope of the TIS looked at traffic implications of the proposed development on peak AM and PM traffic time period operations in the area, focusing on the traffic implications of the proposed development on traffic operations in the area, particularly on Dillon Drive and on abutting roadway intersections that would experience a direct impact as a result of the proposed development.

The TIS concluded that:

“Using recently obtained turning movement counts and applying the best available trip generation and distribution data and methodologies, an analysis was completed to measure the operational impact of the development on traffic conditions on the adjacent intersections. The analysis was carried out assuming full build-out in 2020 and projected horizon years of 2025 and 2030. Background traffic was increased by 2% per year for the 2025 and 2030 horizon forecasts.

After modelling the traffic network and extracting the relevant traffic operations metrics, the following conclusions were made:

- The intersection of Dillon Drive at Lesperance Road will be nominally affected by the distribution of the site generated traffic, and it will continue to operate at a very favourable level of service well into the future;

- The intersection of Dillon Drive at St. Pierre Street will be nominally affected by the distribution of the site generated traffic, and it will continue to operate at a very favourable level of service well into the future;
- The intersection of Dillon Drive at Lacasse Boulevard will be nominally affected by the distribution of the site generated traffic, and it will continue to operate at a very favourable level of service well into the future;
- The intersection of Dillon Drive at the Site Access is proposed to operate as a single ingress lane and a single egress lane, and it has been determined that this intersection will operate at a very favourable level of service well into the future;
- Existing and projected traffic volumes at non-signalized intersections do not satisfy the provincial warrants for traffic signals;
- A stopped northbound passenger vehicle at the proposed intersection of Dillon Drive and the Site Access has clear sight lines to safely egress from the site.

In consideration of the above findings, it is the engineers' opinion that allowing this proposed development would have a nominal effect on traffic operations in the area. Dillon Drive has the capacity to accept the added site generated trips, both now and into the horizon years, and levels of service at the peripheral intersections remain largely unaffected by the proposed development."

Town Administration has received the TIS and has requested Dillon Consulting Ltd. to complete a peer-review of this study in order to obtain confirmation that the findings of the TIS are valid and acceptable to the Town. The results of the peer-review will be provided to Council by way of a future Planning Report.

3. Design Brief, 12433 Dillon Drive – Odan Detach Consulting Engineers, June 2019.

The Site Servicing and Stormwater Management Studies were combined into a Design Brief that addresses municipal water, sanitary and stormwater management (quantity and quality) services for the proposed development.

Town Administration has received the Design Brief and has requested Dillon Consulting Ltd. to complete a peer-review of the servicing study in order to obtain confirmation that the findings of the study are valid and acceptable to the Town. The results of the peer-review will be provided to Council by way of a future Planning Report.

## Comments

The following summary of relevant goals and policies is provided to assist Council in understanding the scope of the issues and the matters requiring consideration as this proposal advances through the planning process.

### Provincial Policy Statement

The Planning Act establishes that Council, when making decisions that affect a planning matter, “shall be consistent with” the 2014 Provincial Policy Statement (“PPS”) issued under The Planning Act.

There are a number of policies within the PPS that support the applications for the proposed residential development. The following are the relevant excerpts from the PPS:

- “1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- 1.1.1 Healthy, liveable and safe communities are sustained by:
  - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - b) accommodating an appropriate range and mix of residential ... and other uses to meet long-term needs;  
...
  - e) promoting cost-effective development patterns and standards to minimize land consumption and servicing cost.
- 1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years...  
  
Within settlement areas, sufficient land shall be made available through intensification and redevelopment ...
- 1.1.3 Settlement Areas

- 1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- 1.1.3.2 Land use patterns within settlement areas shall be based on:
- a) densities and a mix of land uses which:
    - 1. efficiently use land and resources;
    - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
    - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
    - 4. support active transportation; and
    - 5. are transit-supportive, where transit is planned, exists or may be developed
  - b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- 1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

...

- b) permitting and facilitating:
  - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
  - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

...

- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces,

open space areas, trails and linkages, and, where practical, water-based resources;

#### 1.6.7 Transportation Systems

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

#### 1.8 Energy Conservation, Air Quality and Climate Change

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

#### 6.0 Definitions

Residential intensification: means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;”

In summary, the PPS encourages and supports development on lands identified for urban growth in settlement areas. It also establishes that the Town should be supporting and promoting residential infill development that results in compact built form and makes more efficient use of existing services while offering a range of housing forms/types to meet

expected needs. The PPS also supports the development of a broad range of housing types and tenures and encourages residential intensification within identified urban areas where such areas have appropriate levels of servicing. The foregoing policies illustrate the emphasis that the PPS places on intensification in urban areas. Any decision of Council should be consistent with the PPS.

## County of Essex Official Plan

The subject lands are within an identified Primary Settlement Area of the County Official Plan. The goals and policies of the County of Essex Official Plan encourage a range of residential development within identified settlement areas such as the fully serviced urban areas of the Town of Tecumseh. The following goals and policies of the County Official Plan are most relevant in the assessment of the subject proposal:

### “1.5 GOALS FOR A HEALTHY COUNTY

The long-term prosperity and social well-being of the County depends on maintaining strong, sustainable and resilient communities, a clean and healthy environment and a strong economy. To this end, the policies of this Plan have been developed to achieve the following goals for a healthy County of Essex:

...

- c) To direct the majority of growth (including intensification and affordable housing), and investment (infrastructure and community services and facilities) to the County's Primary Settlement Areas. These Primary Settlement Areas will serve as focal points for civic, commercial, entertainment and cultural activities.
- d) To encourage reduced greenhouse gas emissions and energy consumption in the County by promoting built forms and transportation systems that create more sustainable, efficient, healthy, and liveable communities.
- e) To create more mixed use, compact, pedestrian-oriented development within designated and fully serviced urban settlement areas.
- f) To provide a broad range of housing choices, employment and leisure opportunities for a growing and aging population.

## 3.2 SETTLEMENT AREAS

### 3.2.2 Goals

The following goals are established for those lands designated as settlement areas on Schedule "A1":

- a) Support and promote public and private re-investment in the Primary Settlement Areas
- b) To support and promote healthy, diverse and vibrant settlement areas within each of the seven Essex County municipalities where all county residents, including special interest and needs groups can live, work and enjoy recreational opportunities.
- c) To promote development within Primary Settlement Areas that is compact, mixed-use, pedestrian oriented, with a broad range of housing types, services and amenities available for residents from all cultural, social and economic backgrounds.
- d) To promote the creation of public places within all neighbourhoods that foster a sense of community pride and well-being and create a sense of place;
- ...
- i) Promote residential intensification within Primary Settlement Areas, and to a lesser extent, within full serviced secondary settlement areas.

### 3.2.4 Primary Settlement Areas

Primary Settlement Areas are the largest and traditional centres of settlement and commerce in the County. Protection of these communities by focusing growth and investment is a priority of the County.

#### 3.2.4.1 Policies

The following policies apply to Primary Settlement Areas:

1. Primary Settlement Areas shall be the focus of growth and public/private investment in each municipality.
2. Primary Settlement Areas shall have full municipal sewerage services and municipal water services and stormwater management services, a range of land uses and densities, a healthy mixture of housing types including affordable housing options and alternative housing forms for special needs groups, and be designed to be walkable communities with public transit options.

3. Local municipal Official Plans shall establish appropriate land uses in accordance with the polices of this Plan.
4. All new development within Primary Settlement Areas shall only occur on full municipal water services and municipal sewage services...  
...
  - i) Cost effective development patterns and those which will minimize land consumption and reduce servicing costs are encouraged. Land use patterns which may cause environmental, heritage preservation or public health and safety concerns shall be avoided.

### 3.2.6 General Settlement Area Policies

The following policies apply to all "Settlement Areas" identified on Schedule "A1" of this Plan:

...

- b) The County supports residential intensification within Primary Settlement Areas.  
...
  - d) Local Official Plans are encouraged to establish land requirement needs based on densities which meet the following:
    - i) Efficiently use land, resources, infrastructure and public service facilities.
    - ii) Avoid the need for unnecessary and/or uneconomical expansion of infrastructure.
    - iii) Support the use of public transit where available or where it can be provided in future years.
    - iv) Are appropriate to the type of sewage and water systems which are planned or available.
  - e) Local Official Plans are encouraged to provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area as outlined below:

- i) Maintaining at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification, redevelopment and if necessary, lands which are designated and available as defined by Provincial Policy.
  - ii) Maintaining at all times, where new development is to occur, at least a 3 year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.
  - iii) Permitting and facilitating all forms of housing, including special needs housing, required to meet the social, health and well-being requirements of current and future residents.
- f) Local Official Plans are encouraged to provide opportunities for redevelopment, intensification and revitalization in areas that have sufficient existing or planned infrastructure.

### 3.2.7 Intensification & Redevelopment

The County encourages well-planned intensification development projects in the Settlement Areas to encourage more efficient use of land and municipal infrastructure, renew urban areas and to facilitate economic and social benefits for the community.

The County also specifically encourages residential intensification and redevelopment within Primary Settlement Areas in order to increase their vitality, offer a range of housing choices, efficiently use land and optimize the use of infrastructure and public service facilities.”

The subject property is within a Primary Settlement Area, as designated in the County OP. Any decision of Council should be in conformity with the County OP.

## **Tecumseh Official Plan**

As noted above, the subject property is currently designated “Community Facility” in the Tecumseh Official Plan (see Attachment 5). An amendment to the Official Plan will be required to designate the subject property into a “Residential” designation in order to facilitate the proposed residential development. The following sections of the Official Plan are of relevance in Council’s consideration of the proposed development:

### “2.3 Environmental Objectives

- a) To provide parks within the Town of Tecumseh at the neighbourhood scale of development by receiving a 5% land dedication or payment in lieu of land for each subdivision to be developed.
- b) To determine the exact location of the park, to benefit the greatest number of people, when the subdivision is under consideration and that the park area adhere to the standards set out in this Official Plan

## 2.10 Residential Goal

It shall be the residential goal of this Plan to create a policy and regulatory environment which will provide the opportunity for both private and public sector developers, builders and landowners to construct a broad range of housing types and tenures in the municipality to meet the anticipated future needs of all households - including low and moderate income households and households with special needs.

## 2.11 Residential Objectives

...

- b) To encourage new residential development to occur in such a manner which makes the most efficient use of municipal infrastructure and services, in keeping with the capacity of the existing services available and the financial ability of the municipality to provide the required additional infrastructure and services.

...

- d) To broaden the range of housing options available to existing and future residents of the Town, by encouraging the continued production of a diverse and affordable mix of housing that is capable of meeting the needs of all households – including low and moderate income households and households with special needs. The provision of a mixture of housing forms, sizes, tenures and affordable housing types, including both public and private sector sponsored housing are to be encouraged.

## 3.3 Residential

- 3.3.1 The lands designated Residential shall be used primarily for residential purposes. Various types of residential dwellings shall be permitted within this designation, provided they meet all of the applicable policies of this Plan. The regulations and zone

provisions of the town's comprehensive zoning by-law implementing this Plan shall be in accordance with the following:

ii) Medium Density Residential Uses

The maximum permitted density within any Medium Density Residential Zone shall be 30 units per net hectare. Permitted uses shall consist of duplex dwellings, triplex dwellings, townhouse dwellings, and other multi-unit residential dwellings which do not exceed 3 storeys in height.

Council will use the following criteria in the creation and application of medium density residential zone categories in the Town of Tecumseh:

- a) medium and high density residential uses should have frontage and/or access driveways onto an arterial or collector road;
- b) proposals will not be approved which would result in substantial traffic flow increases on local streets serving single-unit residential development;

In considering applications to amend the town's comprehensive zoning by-law to establish a medium or high density residential use, Council will also have regard to the following:

- the need for the proposed development as identified through an analysis of housing supply and demand;
- the density and form of adjacent development;
- the adequacy of the municipal water supply, sanitary sewers (and associated treatment plant capacity), storm drainage, and roads to serve the proposed development;
- the adequacy of schools, parks, and community facilities to serve the proposed development;
- the adequacy of off-street parking facilities to serve the proposed development; and

- the provision of adequate buffering standards deemed necessary to protect the residential amenities of adjacent land uses.”

Accordingly, the Town will have to have regard to the foregoing criteria in its review and evaluation of the proposed Official Plan and Zoning By-law amendments.

### **Tecumseh Zoning By-law 1746**

As noted above, the subject land is currently zoned “Community Facility Zone (CF)” and “Residential Zone 1 (R1)” in Tecumseh Zoning By-law 1746 (see Attachment 6). The CF zone applies to the entirety of the former Victoria Public Elementary School lands, along with the westerly half of the former McColl Street right-of-way. The R1 zone applies to the easterly half of the McColl Street right-of-way. The proposed Zoning By-law amendment would place the subject land into a site specific “Residential Zone 3 (R3-15)” that would facilitate the proposed development and establish appropriate zoning regulations including minimum lot and yard provisions, maximum building height, minimum parking requirements and so on.

### **Summary**

In summary, it is the opinion of the writer, along with Town Administration, that the proposal warrants further consideration. A public meeting to consider the proposed official plan and zoning by-law amendments, in accordance with the requirements of the *Planning Act*, will provide an opportunity to hear concerns and comments of neighbouring owners and other interested stakeholders/agencies. It is important that the concerns and comments of these stakeholders be taken into consideration as part of the full evaluation of the applications.

Upon hearing the comments of the stakeholders, a Planning Report will be prepared having regard to the stakeholder comments and giving full consideration to the various policies and criteria at hand from a professional planning perspective.

### **Consultations**

Public Works & Environmental Services  
Fire & Emergency Services

### **Financial Implications**

None

## Link to Strategic Priorities

Applicable	2019-22 Strategic Priorities
<input checked="" type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input type="checkbox"/>	Integrate the principles of health and wellness into all of Tecumseh's plans and priorities.
<input type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

## Communications

Not applicable

Website       Social Media       News Release       Local Newspaper

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Chad Jeffery, MA, MCIP, RPP  
Manager Planning Services

Reviewed by:

Brian Hillman, MA, MCIP, RPP  
Director Planning & Building Services

Reviewed by:

Phil Bartnik, P.Eng.  
Director Public Works & Environmental Services

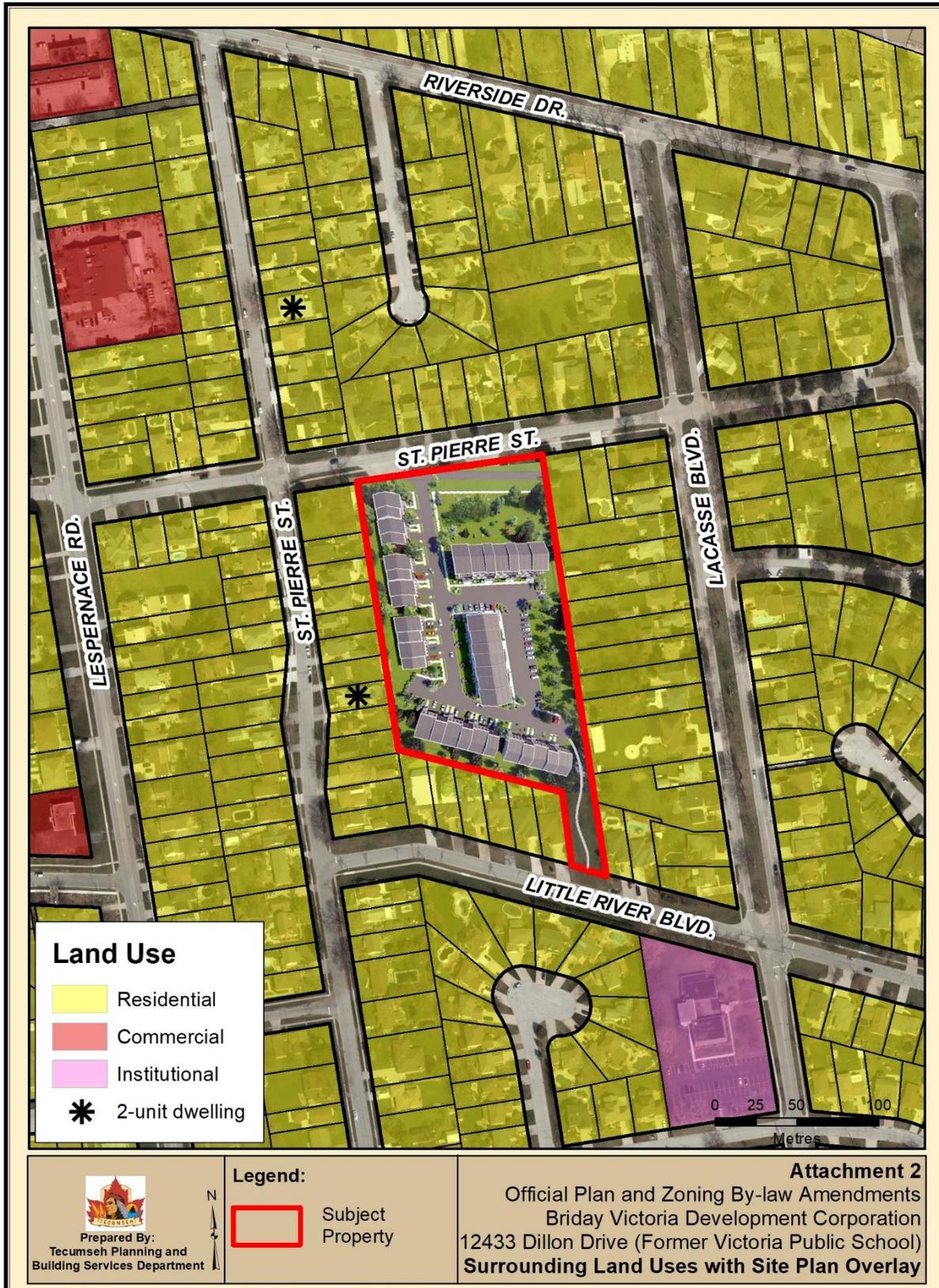
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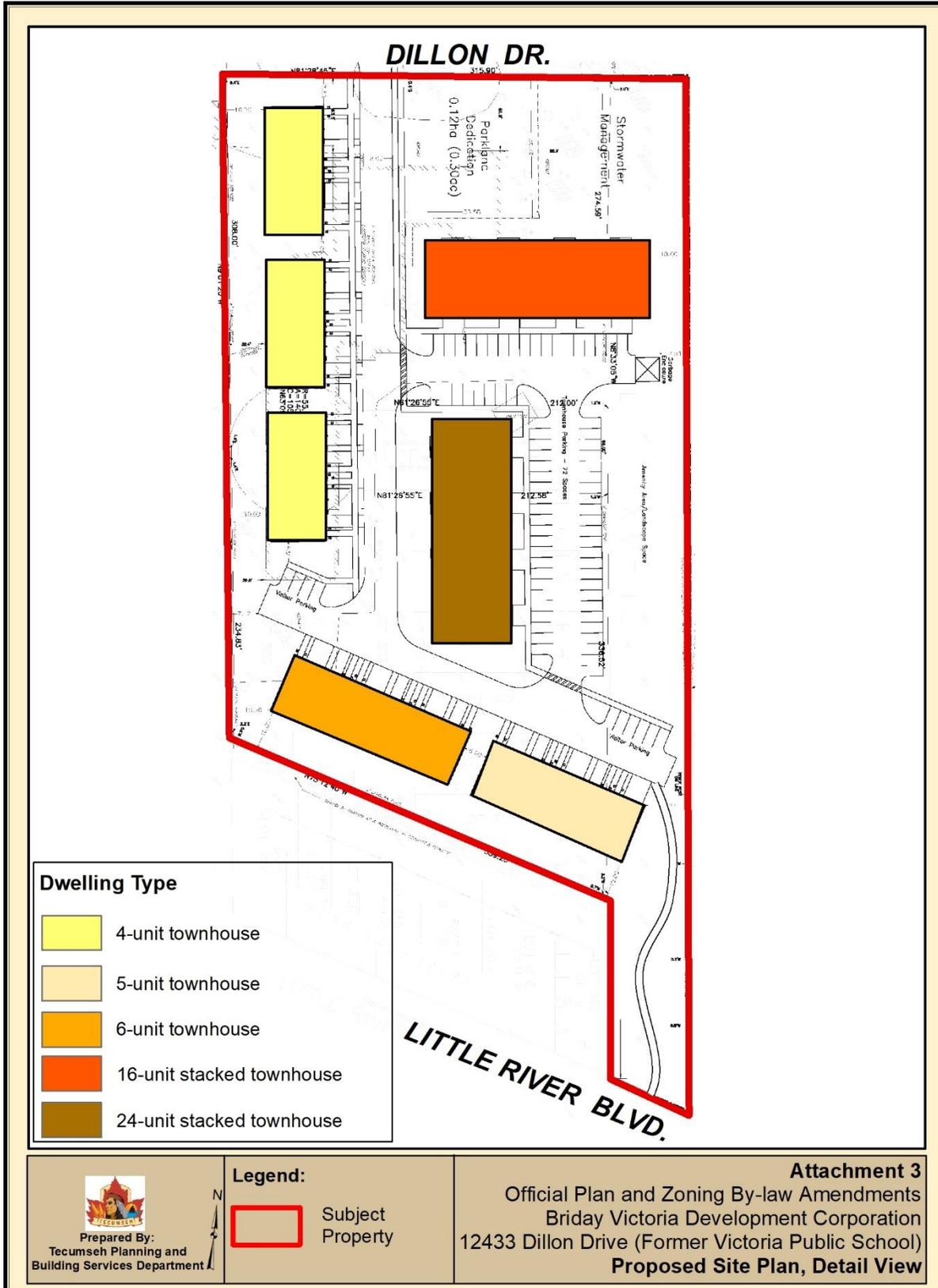
Margaret Misek-Evans, MCIP, RPP  
Chief Administrative Officer

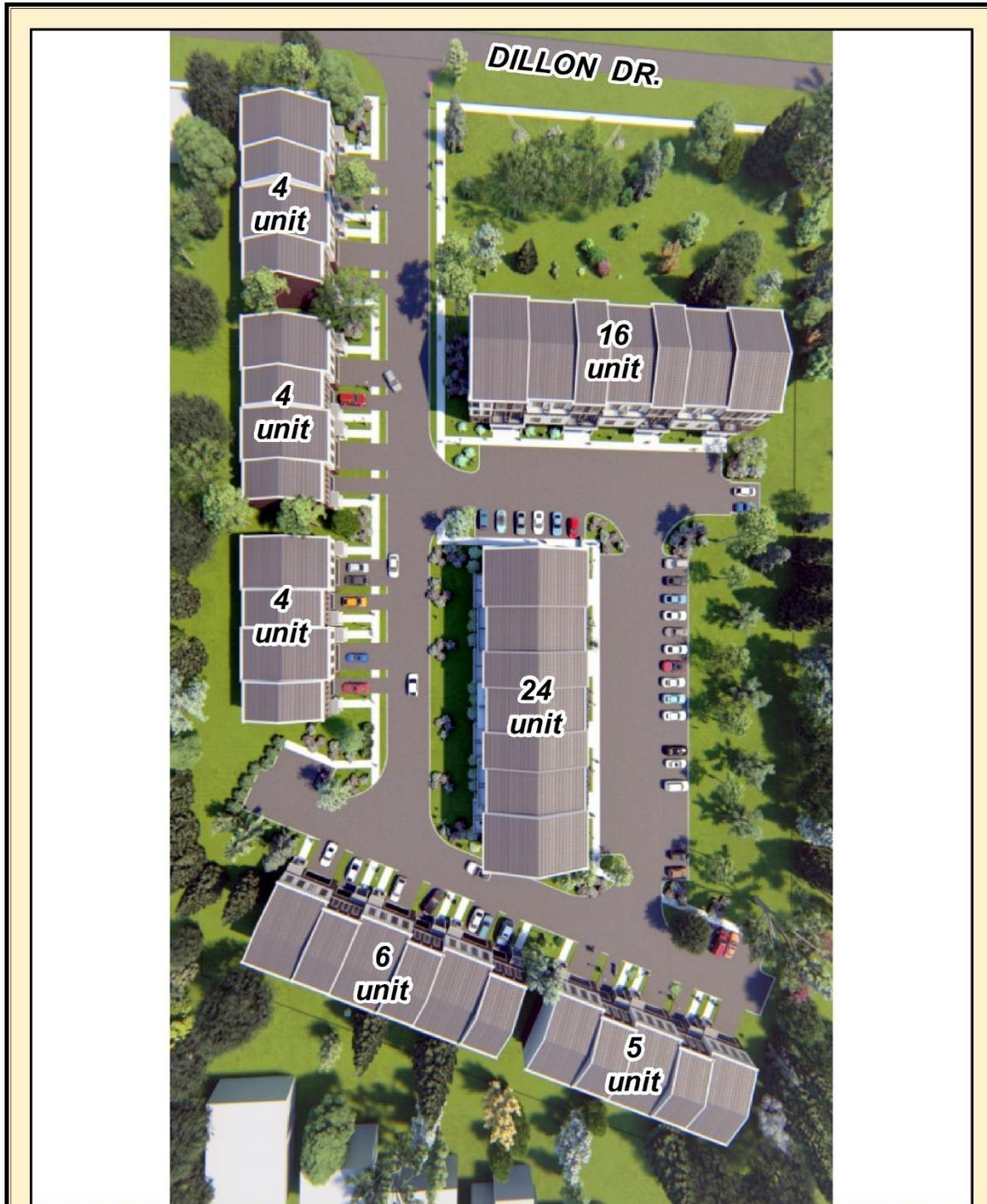
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<b>Attachment Number</b>	<b>Attachment Name</b>
1	Subject Property Map
2	Surrounding Land Uses with Proposed Site Plan Overlay Map
3	Proposed Site Plan, Detail View
4A	Site Plan Rendering
4B	Architectural Elevation Renderings 1
4C	Architectural Elevation Renderings 2
4D	Architectural Elevation Renderings 3
4E	Architectural Elevation Renderings 4
4F	Architectural Elevation Renderings 5
5	Official Plan Map
6	Zoning Map









  
Prepared By:  
Tecumseh Planning and  
Building Services Department



**Attachment 4A**  
Official Plan and Zoning By-law Amendments  
Briday Victoria Development Corporation  
12433 Dillon Drive (Former Victoria Public School)  
**Site Plan Rendering**



***View: Central stacked townhouse and townhouse units from Dillon Dr. facing south***



***View: Southern-most townhomes, facing south.***



Prepared By:  
Tecumseh Planning and  
Building Services Department



**Attachment 4B**  
Official Plan and Zoning By-law Amendments  
Briday Victoria Development Corporation  
12433 Dillon Drive (Former Victoria Public School)  
**Architectural Elevation Renderings 1**



***View: Northern stacked townhouse from Dillon Dr. facing south***



***View: Northern stacked townhouse facing north towards Dillon Dr.***



Prepared By:  
Tecumseh Planning and  
Building Services Department



**Attachment 4C**  
Official Plan and Zoning By-law Amendments  
Briday Victoria Development Corporation  
12433 Dillon Drive (Former Victoria Public School)  
**Architectural Elevation Renderings 2**



***View: Central stacked townhouse facing south***



***View: Central stacked townhouse facing north***



Prepared By:  
Tecumseh Planning and  
Building Services Department



**Attachment 4D**  
Official Plan and Zoning By-law Amendments  
Briday Victoria Development Corporation  
12433 Dillon Drive (Former Victoria Public School)  
**Architectural Elevation Renderings 3**



***View: Central stacked townhouse and western townhouse units facing southwest***



***View: Northern stacked townhouse and western townhouse units from Dillon Dr. facing south***



Prepared By:  
Tecumseh Planning and  
Building Services Department



**Attachment 4E**  
Official Plan and Zoning By-law Amendments  
Briday Victoria Development Corporation  
12433 Dillon Drive (Former Victoria Public School)  
**Architectural Elevation Renderings 4**



***View: Western townhouse units facing west***



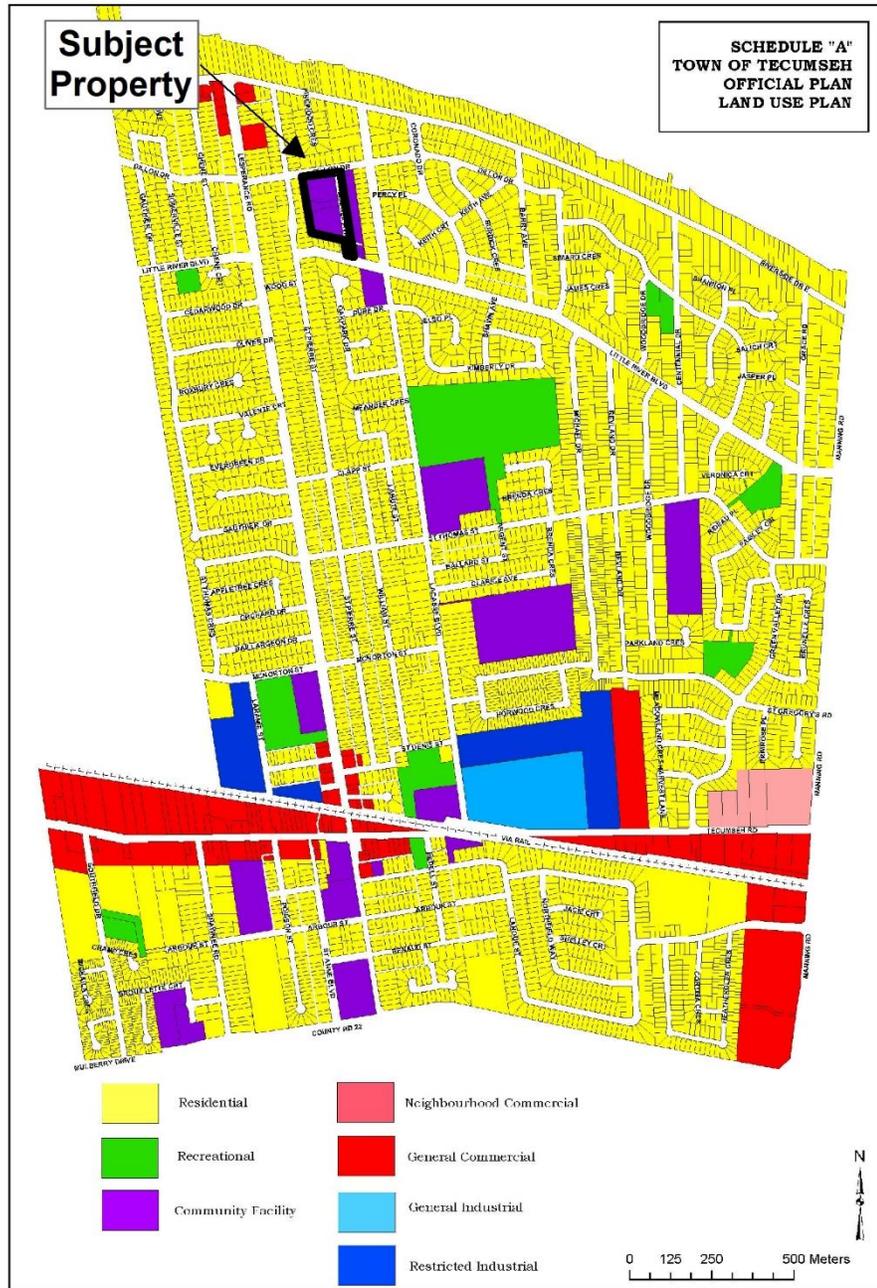
***View: Southern townhouse units facing south***



Prepared By:  
Tecumseh Planning and  
Building Services Department



**Attachment 4F**  
Official Plan and Zoning By-law Amendments  
Briday Victoria Development Corporation  
12433 Dillon Drive (Former Victoria Public School)  
**Architectural Elevation Renderings 5**



  
 Prepared By:  
 Tecumseh Planning and  
 Building Services Department

**Legend:**  
 Subject Property

**Attachment 5**  
 Official Plan and Zoning By-law Amendments  
 Briday Victoria Development Corporation  
 12433 Dillon Drive (Former Victoria Public School)  
**Official Plan**

